CHAPTER 7

WATERCRAFT MAINTENANCE

7-1. Maintenance of Watercraft and Amphibians.

- a. This chapter gives instructions that are specific to maintenance of USACE watercraft.
- (1) All watercraft are divided into the following three classes:
- (a) Class A watercraft are self-propelled and are at least 65 feet long.
- (b) Class B watercraft are self-propelled and are less than 65 feet.
- (c) Class C watercraft include all floating property that is not self-propelled. Class C watercraft are further divided into two classes:
 - (1) Class C-1 includes those having berthing facilities and, or machinery on board.
 - (2) Class C-2 covers the remaining craft that have neither facilities or machinery on board.
- <u>7-2.</u> Objective. The objective of watercraft maintenance is to promote fully capable watercraft that are safe, reliable and seaworthy.
- a. In order to accomplish these objectives, maintenance tasks are distinctly organized so that some are designated for accomplishment at wholesale level, while others are assigned to retail. maintenance activities. The two categories of tasks are defined in ER 750-1-1.
 - b. Actual maintenance tasks to be performed are listed in applicable maintenance manuals.

7-3. General Maintenance Policies.

- a. Emergency repairs. When emergency watercraft repairs are required, but would be more appropriate for accomplishment in dry dock, the required maintenance will be considered a wholesale effort. When this condition exists, perform only those repairs required to correct the emergency. When wholesale repairs are possible, the property must be removed from operation, and then thoroughly repaired in dry dock, before being placed back in full time service.
 - b. There are times when a watercraft maintenance problem will develop while deployed on

an operational mission and normal corrective action is not possible. When this happens, the vessel master should evaluate the situation, and decide on the best course of action consistent with safety, the welfare of the crew and vessel, and mission accomplishment.

- c. On-Condition Cycle Maintenance (OCCM). All watercraft will undergo OCCM in accordance with the intervals established in Table 4-1 of ER 750-1-1. In freshwater cases, the dry dock schedule may be extended, when a waiver and justification is submitted to CECW-O for approval. At a minimum, the following will be performed:
 - (1) interior and exterior inspection of the hull to the deep load waterline, and
 - (2) ultrasonic testing of the hull to the deep load waterline.
- d. Maintenance. The scope of work to be accomplished during OCCM will vary depending on the condition of the watercraft, the vessel class, resource limitations and other factors. As a minimum, the following maintenance and repair actions will be accomplished during OCCM when indicated during the inspection.
 - (1) Bottom cleaning and painting up to the deep load waterline.
- (2) All repairs below the deep load waterline that are identified during the dry-dock inspection.
- (3) All other maintenance and (or) repairs identified by the marine or ship surveyor that are required to effect a permanent change in the watercraft's condition.
- e. Maintenance Reporting. Forms and records on watercraft and amphibians will be completed as specified in the maintenance plan, DA Pam 738-750, TB 55-1900-205-24, and TB 55-1900-205-45/1.
- f. Dry Dock Schedules. Dry dock schedules for fresh water craft may be extended beyond the intervals established in Table 4-1 of ER 750-1-1, when both of the following conditions are met:
 - (1) Inspections are performed on a systematic basis and supports an extended schedule.
 - (2) Test data, such as hull ultrasonic tests, support extending intervals.